Memorandum

To: Mayor's Office of Strategic Planning
and Community Development
City of Somerville
93 Highland Avenue
Somerville, MA 02143

Date: October 14, 2024
Revised February 13, 2025

Project #: 08518.28

From: Patrick Dunford, PE
Senior Project Manager

Re: **Transportation Access Plan – Revision 1**
375 Harold Cohen Way – Assembly Row Block 9
Somerville, Massachusetts

The following Transportation Access Plan (TAP) is being provided in support of the proposed residential development at 375 Harold Cohen Way in Somerville, Massachusetts (the "Site"). This document and accompanying information depict the proposed Site access for automobile, bicycle, and pedestrian traffic. As required, information regarding truck deliveries and service vehicles (trash, recycling, fire department, etc.) also is provided.

The Site is comprised of an approximately 1.43-acre parcel of land located within the Assembly Square neighborhood of Somerville. The Site is bounded by Foley Street to the north, Auto Workers Way to the south, Grand Union Boulevard to the east, and Harold Cohen Way to the west. The Site currently is occupied by a 47-space surface parking lot that will be removed as part of the Project.

Federal Realty (the "Proponent") is proposing to redevelop the Site to include a new residential building with supporting ground-floor retail uses and structured parking (the "Project"). The proposed eight-story building will include approximately 318 residential units, with a mixture of studio, one-bedroom, and two-bedroom units being provided. These will be located within floors three through eight of the building. The ground floor of the building also will feature approximately 12,914 sf of retail/commercial uses, likely to be used by three separate tenants. While exact tenants have not been secured, a child daycare, restaurant, and general retail uses are being targeted. The exact uses and their associated tenant space within the overall 12,914 sf of building space will be determined at a later date, likely after permits for the overall Project are in place. Depending on market conditions, it is possible that this space could be occupied by a single tenant, or multiple smaller tenants could be provided within this building area. For the purpose of this analysis, a representative mixture of tenants has been assumed. This space will be located facing Foley Street along the northerly side of the building. The remainder of the street-level floor area will be used by residential amenities, and parking. The second floor of the building also will be used for parking, with an overall total of approximately 149 automobile parking spaces being provided. This same approximate number of spaces will be provided for bicycles within the building. This secured bike parking will be provided within a bike room south of and adjacent to the commercial/retail space, and an additional bike room at the southerly end of the building adjacent to the ramp leading to/from the second level of the garage.

Site Access

Vehicular access to the Site's parking garage will be provided via a single driveway on Auto Workers Way. This new curb cut will be located approximately 110 feet to the west of Grand Union Boulevard. The existing curb cut on Foley Street just east of Harold Cohen Way servicing the parking lot within the Site will be closed as part of the Project.

Parking Supply

As noted above, the Project's automobile parking needs will be accommodated by the approximately 149-space parking facility. A limited number of these spaces will be provided at ground-level to the west of the garage entrance

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with the remainder being located on both sides of the ramp leading to and from the second floor, where the overwhelming majority of the Site parking will be provided. The precise total number of spaces may be reduced as the design is refined due to columns and other supporting garage infrastructure or may be increased by a few parking spaces if efficiencies are found. The parking supply has been carefully evaluated to meet the market and functional needs for the development while still being notably lower than that found at other large residential developments in the area.

While on-street parking is not currently provided along the Site's Grand Union Boulevard frontage, the existing MBTA bus stop along this area may be moved to the north of Foley Street. This already is under consideration by the City of Somerville independent of this Project. If that should happen, a limited number (likely two) short-term pick-up/drop-off spaces will be provided at the current location of the bus stop. The details of that arrangement will be worked out at that time with the Mobility Division if this change is made. The existing parallel parking spaces along Foley Street will be eliminated to accommodate a new raised separated bicycle lane which will be installed as part of this Project. While parking will not be provided along the Site's Harold Cohen Way frontage, there will be an approximately 54-foot-long pick-up/drop-off area centrally located along the east side of this block. A sign will be posted clearly designating the limited use of this area.

Secured bicycle parking (approximately 150 total spaces) will be provided on the ground floor within the building, and short-term bicycle parking for visitors and retail patrons is located at key locations surrounding the building.

Loading

A two-vehicle loading bay contained within the south side of the building footprint will be located roughly 55 feet to the east of Harold Cohen Way. Both loading bays will accommodate single-unit trucks with a 30-foot maximum length (SU-30 size). Trash/recycling service also will be handled from this area with the trash truck momentarily stopping on Harold Cohen Way to do so as opposed to physically entering the building.

Site Plans and Supporting Graphics

For general reference, an illustrative Project Site plan has been provided with the attachments to this TAP. The required additional graphics highlighting the planned vehicular/loading, bicycle, and pedestrian access have been provided.

Illustrative Plans

Refer to Figure 1a for a plan depicting the general proposed ground floor layout of the Site. The internal building elements shown are based on the current conceptual-level design by the Project team and will continue to be revised as the Site design evolves. A plan highlighting the general nature of the landscape amenities proposed as part of the Project is provided in Figure 1b. These plans are intended to highlight the proposed ground-level floor use and the proposed landscaping approach. Both plans are at a scale of 1" = 20'. Details regarding the existing and future roadway configurations surrounding the Site can be found under the Transportation Elements Plans discussed below.

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Transportation Elements Plan

Refer to Figures 2a and 2b for the existing and future transportation elements plans (each which are at a scale of 1" = 20'). These plans depict the travel lanes, bicycle and pedestrian accommodations, and on-street parking spaces in the immediate vicinity of the Site. The future transportation elements plan (Figure 2b) shows the proposed installation of separated bike lanes on Foley Street. The Proponent also will continue to work with the Mobility Division to explore the possibility of this Project converting the existing southbound Grand Union Boulevard separated bike lane into a further enhanced facility within the sidewalk adjacent to the Site. The precise configuration and alignment of these new facilities will be refined through further consultation by the Project with the Somerville Mobility Division.

Motor Vehicle Parking Plan

Refer to Figure 3 for a plan showing the vehicle access to the Project Site, loading docks, and the access and egress for the planned structured parking on the first two levels of the building.

Pedestrian Access Plan

Refer to Figure 4 for a plan depicting the Project sidewalk network and general building entrance locations.

Bicycle Parking Plan

The Project also will include short- and long-term bicycle parking storage in compliance with the Somerville Zoning Ordinance. Refer to Figure 5 for the bicycle parking plan. The ground floor of the building will feature two separate bike rooms. One of the bike rooms will be located south of and adjacent to the commercial/retail space, and an additional bike room will be provided at the southerly end of the building adjacent to the ramp leading to/from the second level of the garage. A small bike repair facility will be provided within one of the bike rooms for use by residents. The exact location and number of bicycle parking spaces provided within each room may change as the building design is refined, but an overall total of approximately 150 bicycle parking spaces will be provided. The location and general layout of the bike rooms are shown in Figure 7. This interior parking will be available for all Project tenants. The exact location, configuration, and other details of the bike rooms will be determined by the Project team as the building design is developed further.

The Project will also provide short-term bicycle racks within 50 feet of each primary building entrance. The exact location of the racks will be determined during the Site Plan Approval process. A standard bicycle rack configuration for the short-term exterior bicycle parking also is attached as Figure 6 for reference.

In addition to the Project bicycle parking, there also are multiple existing Bluebikes stations near the Site. One station is located at the northwest corner of the adjacent Grand Union Boulevard/Foley Street intersection. Another station is located one block further to the south adjacent to the Alta residential building at the northwest corner of the Grand Union Boulevard/Revolution Drive intersection. A Bluebikes station is also located at the southerly Assembly Station headhouse on Revolution Drive to the southeast of the Site. Additionally, new bicycle-sharing stations are planned to be installed at the nearby Assembly Innovation Park and 74 Middlesex Avenue development sites which currently are under construction to the west.

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Vehicle Movement Plans

Vehicle turning movement diagrams (formatted to 1" = 20' scale) are provided attached in Figures 7a through 7g. The underlying base plan depicts the planned configuration of the roadways surrounding the Site following improvements to be implemented by the Project**.** These demonstrate the ability of resident vehicles, and other vehicles visiting the Site, to navigate in and out of the garage and the proposed loading area to be served by the largest expected vehicle for the building. As noted earlier, for deliveries this will be a single unit SU-30 truck.

Garage Plan

The design and configuration of the parking garages will continue to be refined as the Project design advances. However, the parking shown in the accompanying should represent that general supply provided and columns and other supporting garage infrastructure likely will require the loss of some spaces currently shown conceptually. Figures 8a and 8b show the parking layouts which currently have been developed at a conceptual level. These figures (formatted to 1" = 20' scale) also include graphics showing precisely how the bicycle parking rooms will be accessed from inside and outside of the building.

Memorandum

Attachments

- Illustrative Site Plans
- Transportation Elements Plan – Existing and Proposed
- Access / Parking Plans:
    - Motor Vehicle Site Access/Distribution
    - Pedestrian Access Plan
    - Bicycle Parking / Access Plan
    - Typical Bicycle Rack Detail
- Vehicle Tracking Diagrams
- Garage Plans

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- **Illustrative Site Plan**

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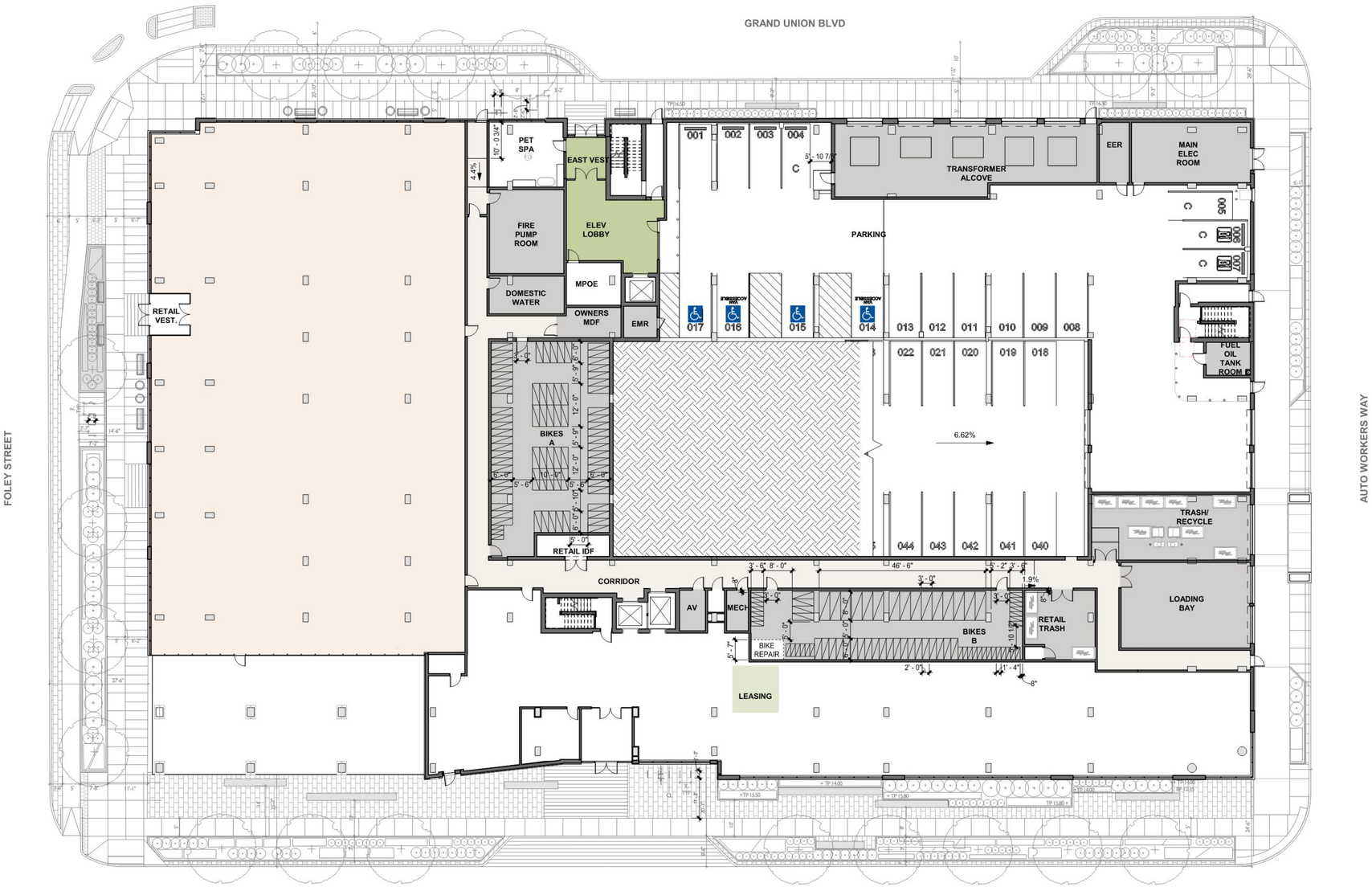

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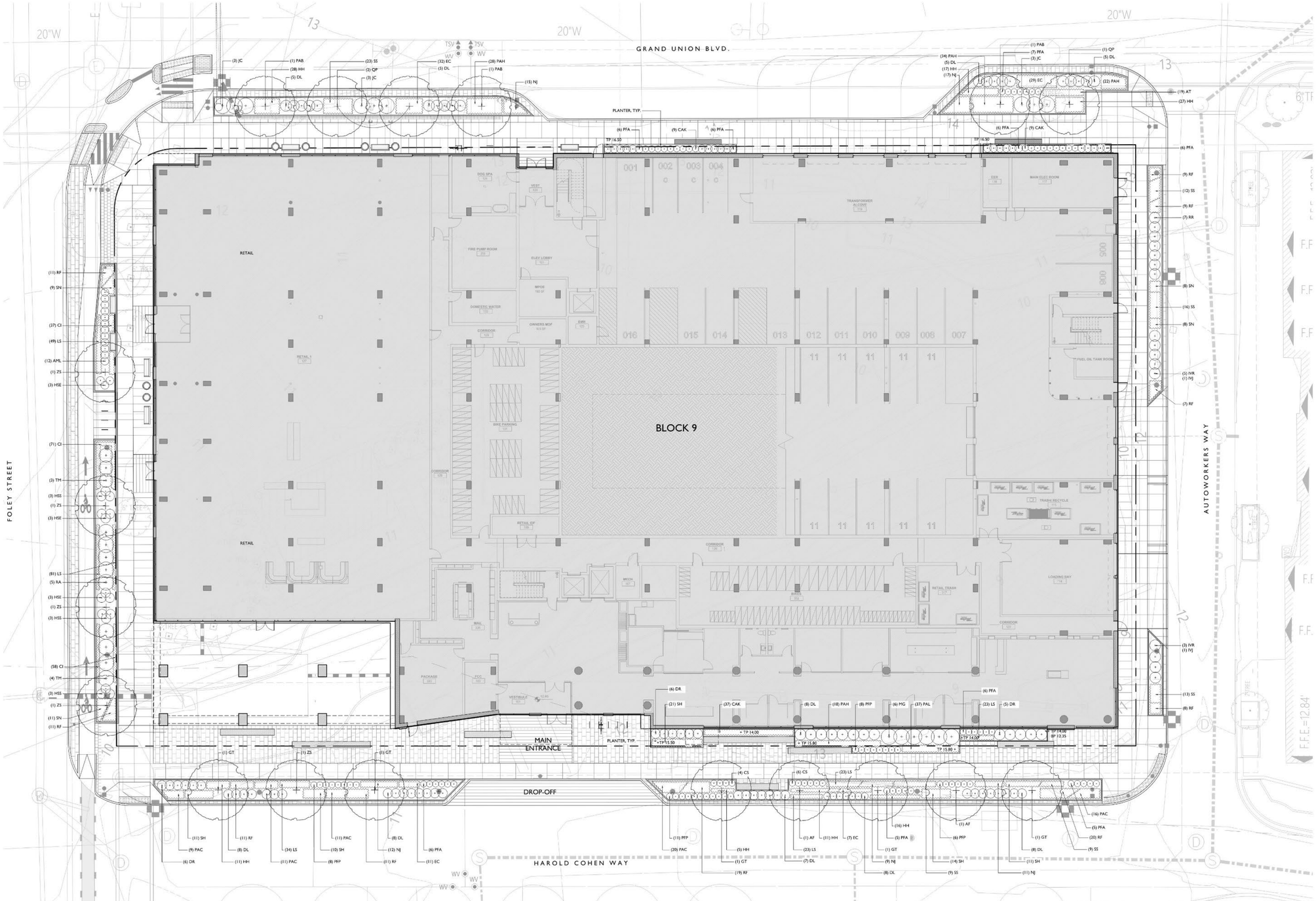
Ground Floor - PEDESTRIAN ACCESS / MOTOR VEHICLE PARKING

BLOCK 9 / 02.05.2025

Figure 1a
Illustrative Site Plan

375 Harold Cohen Way
Somerville, Massachusetts



PLANTING NOTES

1. All plant material in the plant schedule shall be nursery grown in accordance with ANSI in accordance with Z.60.1 Standards for measurement of nursery stock.
2. All plants shall be guaranteed by the Contractor for a period of one year from date of receipt of Provisional Acceptance of the completed installation by the Owner.
3. Replacement plantings will be required prior to Final Acceptance for any plants which are missing, not true to specifications, have died or are unhealthy or uncharacteristic of the species (due to excessive pruning, dieback or other reasons).
4. All plant materials shall be selected and tagged at the nursery by Landscape Architect.
5. The Landscape Architect's approval is required for any plant material substitutions.
6. The Contractor is responsible for immediately notifying the Landscape Architect if any plant quantity discrepancies exist between the planting plan and the plant list.
7. All shrubs and trees will be sprayed with the anti-dessicant "Wilt-Pruf" (or approved equal) prior to the first Winter (no later that November 30).
8. The Landscape Contractor shall have the General Contractor locate all underground utilities in areas to be landscaped prior to commencing any excavation. Adjustments to tree locations will be allowed where utility conflicts are clearly a problem and with prior site approval by Landscape Architect.
9. All plant bed, shrub and tree location shall be staked in the field by Contractor for Landscape Architects approval prior to installation.
10. Adjustments to plant beds shall be approved by Landscape Architect.
11. General Contractor is responsible for all erosion control measures during construction.
12. All disturbed areas are to be topsoiled and seeded or sodded, as indicated in the planting plan.
13. Mulch shall consist of double-shredded hardwood mulch or approved equal and Contractor is responsible for providing samples of mulch to Landscape Architect. Mulch plant materials as shown on plan and details.
14. It is the intent of this contract to avoid any disturbance to existing trees or shrubs on site other than those specifically designated for transplant or removal.
15. Liquidated damages for trees damaged by construction operation shall be $500 per caliper inch. Shrubs shall be $100 each.
16. During construction, and until the end of warranty period, existing trees that are showing signs of stress as determined by the Landscape Architect are to be deep root fertilized, two injections per caliper inch per tree at 18" - 24" depth with Pecar's 20/20/20 fertilizer or Landscape Architect approved equal.
17. Contractor is responsible for verifying and confirming all plant counts as supplied by the Landscape Architect with field conditions as constructed. Any discrepancies shall be reported to Landscape Architect for approval and direction.
18. Tree transplanting shall be performed by a suitable hydraulic tree spade, sized as necessary to perform the work.
19. Prior to commencement of any construction, all existing trees to remain shall receive tree protection fence at outer edge of dripline whenever possible.

PLANT SCHEDULE

KEY	QTY	SCIENTIFIC NAME	COMMON NAME	SIZE	SPACING
DECIDUOUS TREES					
AF	2	Acer freemanii 'Armstrong'	ARMSTRONG MAPLE	3" - 3.5" CAL.	AS SHOWN
QP	3	Quercus phellos	WILLOW OAK	3" - 3.5" CAL.	AS SHOWN
GT	5	Gleditsia triacanthos 'Skyline'	SKYLINE HONEYLOCUST	3.5" - 4" CAL.	AS SHOWN
PAB	3	Platanus x acerifolia 'Bloodgood'	BLOODGOOD SYCAMORE	3" - 3.5" CAL.	AS SHOWN
ZS	5	Zelkova serrata 'Green Vase'	GREEN VASE ZELKOVA	3" - 3.5" CAL.	AS SHOWN
SHRUBS					
ATL	12	Aronia melanocarpa 'Low:scape Mound'	LOWSCAPE CHOKEBERRY	#3	2' O.C.
CS	10	Cornus sericea 'Kelseii'	KELSEII DOGWOOD	#3	2' O.C.
DL	67	Diervilla lonicera	DWARF BUSH HONEYSUCKLE	#3	30" O.C.
DR	17	Diervilla rivularis	MOUNTAIN BUSH HONEYSUCKLE	#3	30" O.C.
JC	9	Juniperus chinensis 'Sea Green'	SEE GREEN JUNIPER	#5	4' O.C.
IVR	8	Ilex verticillata 'Red Sprite'	WINTERBERRY (FEMALE)	#5	3' O.C.
IVJ	2	Ilex verticillata 'Jim Dandy'	WINTERBERRY (MALE)	#5	3' O.C.
MG	6	Myrica gale	SWEET GALE	#5	4' O.C.
PFA	53	Potentilla fruticosa 'Abbotswood'	ABBOTSWOOD CINQUEFOIL	#2	2' O.C.
PFP	33	Potentilla fruticosa 'Pink Beauty'	PINK BEAUTY CINQUEFOIL	#2	2' O.C.
RA	5	Rhus aromatica 'Gro-Low'	GRO-LOW SUMAC	#3	4' O.C.
RR	7	Rosa rugosa 'Alba'	RUGOSA ROSE	#3	3' O.C.
TM	7	Taxus media 'Greenwave'	GREENWAVE SPREADING YEW	18" - 24" B&B	AS SHOWN

ORNAMENTAL GRASSES

CAK	55	Calamagrostis x acutiflora 'Karl Foerster'	KARL FOERSTER FEATHER REED GRASS	#2	24" O.C.
CI	166	Carex 'Ice Dance'	VARIEGATED SEDGE	#1	10" O.C.
LS	233	Liriope spicata	CREEPING LILYTURF	4" POTS	10" O.C.
PAH	102	Pennisetum alopecuroides 'Hamelin'	HAMELN FOUNTAIN GRASS	#2	18" O.C.
PAL	37	Pennisetum alopecuroides 'Little Bunny'	LITTLE BUNNY FOUNTAIN GRASS	#1	12" O.C.
SH	67	Sporobolus heterolepsis	PRAIRIE DROPSEED	#1	18" O.C.
SS	82	Schizachyrium scoparium 'Standing Ovation'	LITTLE BLUESTEM	#1	18" O.C.

PERENNIALS

AT	19	Asclepias tuberosa	BUTTERFLY WEED	#1	16" O.C.
EC	79	Echinacea purpurea 'PowWow Wild Berry'	CONEFLOWER	#1	16" O.C.
HH	113	Hemerocallis 'Happy Returns'	HAPPY RETURNS DAYLILY	#1	16" O.C.
HSE	9	Hosta sieboldiana 'Elegans'	ELEGANS HOSTA	#2	24" O.C.
HSS	9	Hosta 'Sum & Substance'	SUM & SUBSTANCE HOSTA	#2	24" O.C.
NJ	64	Nepeta 'Junior Walker'	JUNIOR WALKER CATMINT	#1	18" O.C.
PAC	67	Perovskia atriplicifolia 'Crazy Blue'	CRAZY BLUE RUSSIAN SAGE	#1	16" O.C.
RF	116	Rudbeckia fulgida 'Goldstrum'	BLACK-EYED SUSAN	#1	16" O.C.
SN	36	Symphyotrichum novi-belgii 'Marie Ballard'	DWARF NEW YORK ASTER	#1	18" O.C.

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DIMELLA SHAFFER ASSOCIATES, INC.
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Consultants

ARCHITECT DiMella Shaffer Associates	Boston, MA 02210
STRUCTURAL ENGINEER H+O Structural Engineering	Boston, MA 02110
CIVIL ENGINEER Vanasse Hangen Brustlin, INC.	Boston, MA 02110
LANDSCAPE Wagner Hodgson Landscape	Hudson, NY 12534
MEP ENGINEER R. W. Sullivan Engineering	Boston, MA 02129
SUSTAINABILITY AND LEED Linnean Solutions, LLC	Cambridge, MA 02138
CODE Code Red Consultants, LLC	Southborough, MA 01772
GEOTECH Haley & Aldrich	Burlington, MA 01830
CONSTRUCTION MANAGER PLUMB HOUSE	Milford, MA 01757
ENVELOPE CONSULTANT Building Envelope Technologies, INC.	South Easton, MA 02375
LIGHTING CONSULTANT Lightcraft Group	Boston, MA 02108
INTERIORS CONSULTANT DXB-Design Studio LLC	Duxbury, MA 02331
ACCESSIBILITY CONSULTANT KMA, LLC	Newton, MA 02458
ACOUSTICS CONSULTANT Acentech INC.	Cambridge, MA 02138
ARCHITECTURAL SPECIFICATIONS Kelin Associates LLC	Natick, MA 01760

Stamp

Project

BLOCK 9

350 Grand Union Blvd
Somerville, MA 02145

Client

Federal Realty
455 Grand Union Blvd Suite 600
Somerville MA 02145

NOT FOR CONSTRUCTION

DD PROGRESS

SCALE: 1"=10'-0"
PROJECT #: 2024029
REVIEWED BY: AH
DATE: 1/13/2025

PLANTING PLAN -

Figure 1b
Illustrative Landscape Plan

375 Harold Cohen Way
Somerville, Massachusetts

Memorandum

- **Transportation Elements Plan – Existing and Proposed**

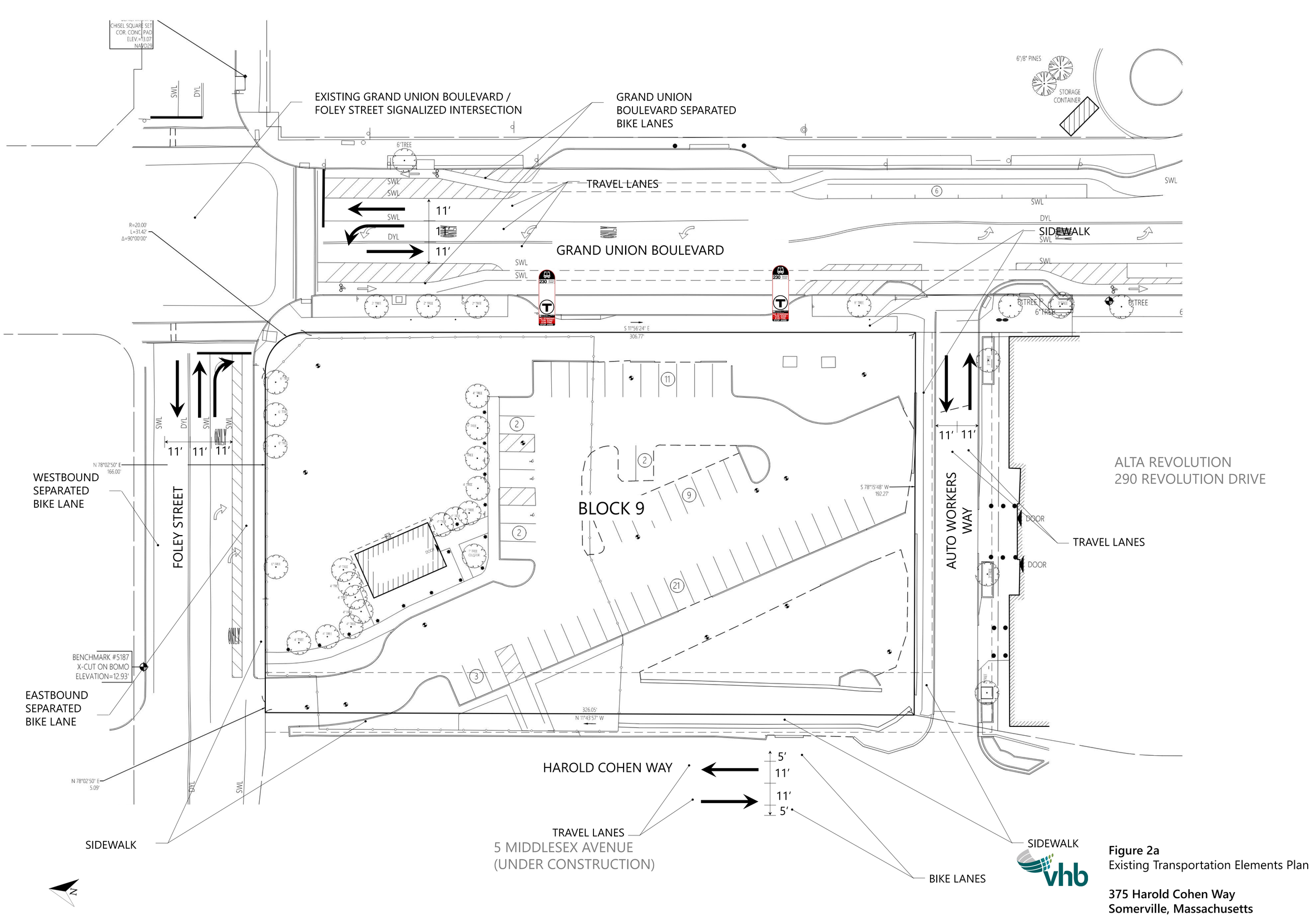

Figure 2a
Existing Transportation Elements Plan

375 Harold Cohen Way
Somerville, Massachusetts

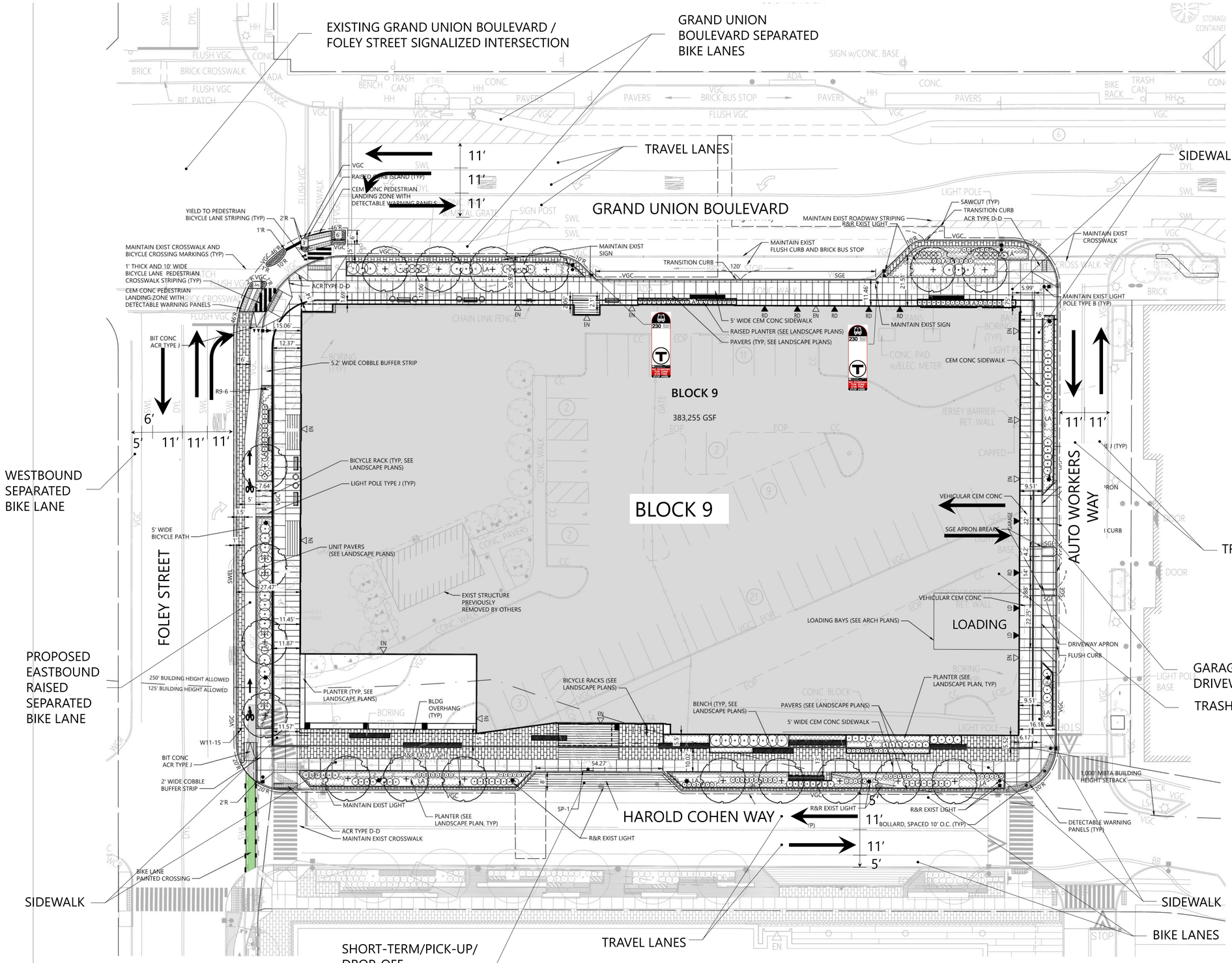

Figure 2b
Proposed Transportation Elements Plan

375 Harold Cohen Way
Somerville, Massachusetts

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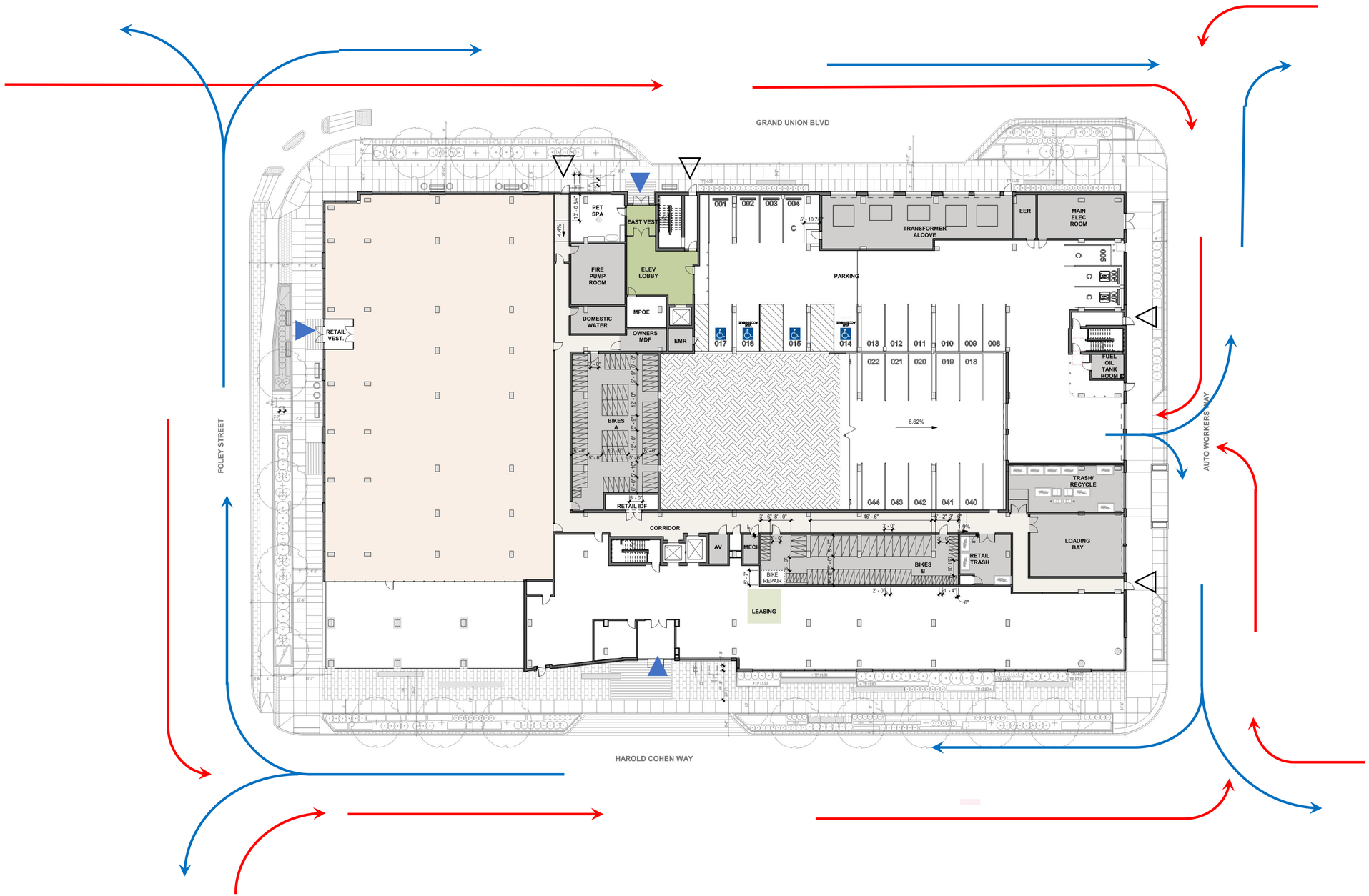
- **Access Plans**



Note: retail space building entrances subject to change depending on needs of final tenant(s); to be coordinated with City staff.

Arriving

Departing

Principal Building Entrance (general location; see architectural plans for detail)

Secondary Building Entrance (general location; see architectural plans for detail)

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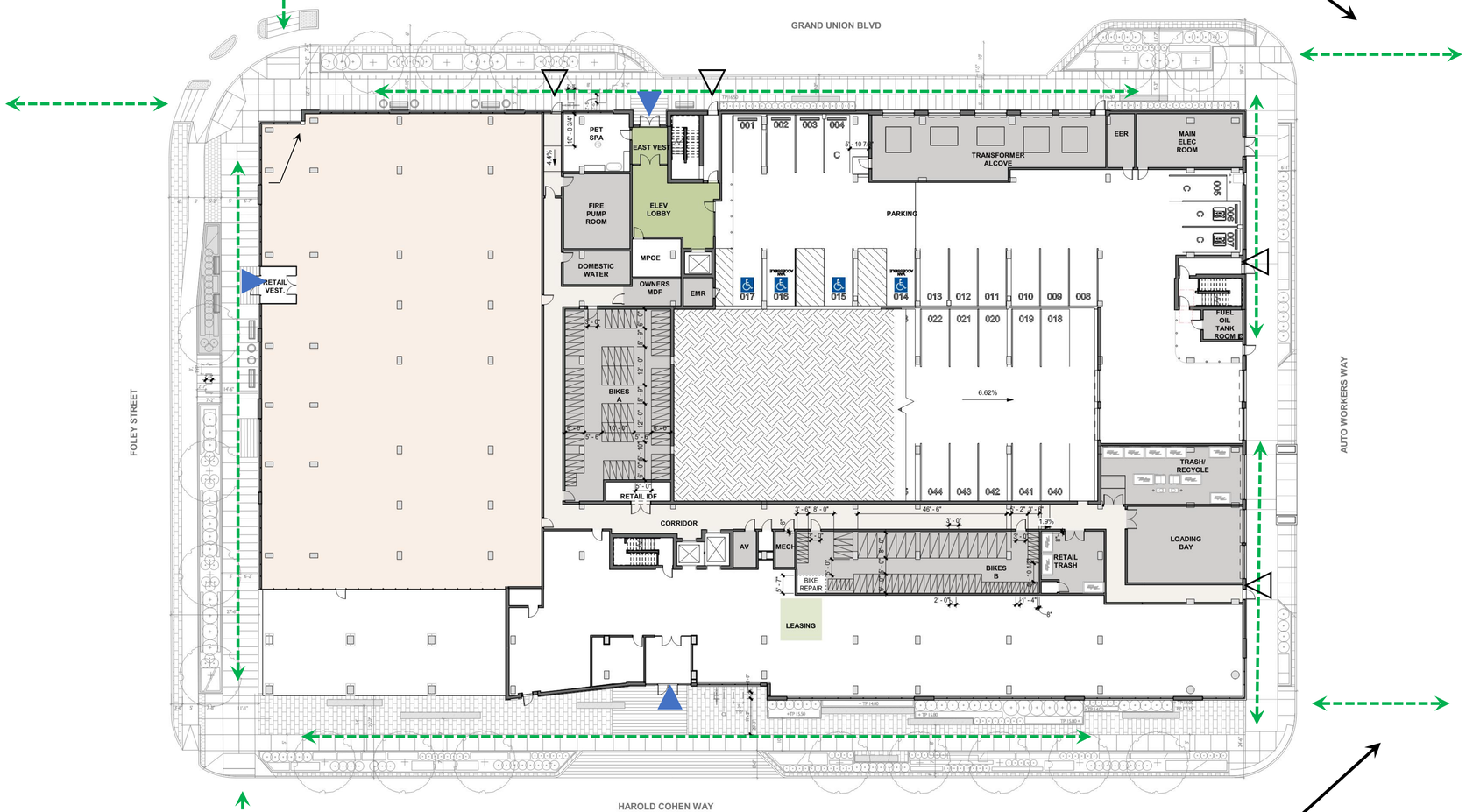
Figure 3
Motor Vehicle Site Access/Distribution

375 Harold Cohen Way
Somerville, Massachusetts

GRAND UNION BOULEVARD / FOLEY STREET
CROSSWALKS / SIGNALIZED PEDESTRIAN PHASE

Auto Workers Way crosswalk



Auto Workers Way crosswalk

EXISTING FOLEY STREET AND
HAROLD COHEN WAY CROSSWALKS

Note: retail space building entrances subject to change depending on needs of final tenant(s); to be coordinated with City staff.

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Pedestrian Circulation

Principal Building Entrance (general location; see architectural plans for detail)

Secondary Building Entrance (general location; see architectural plans for detail)

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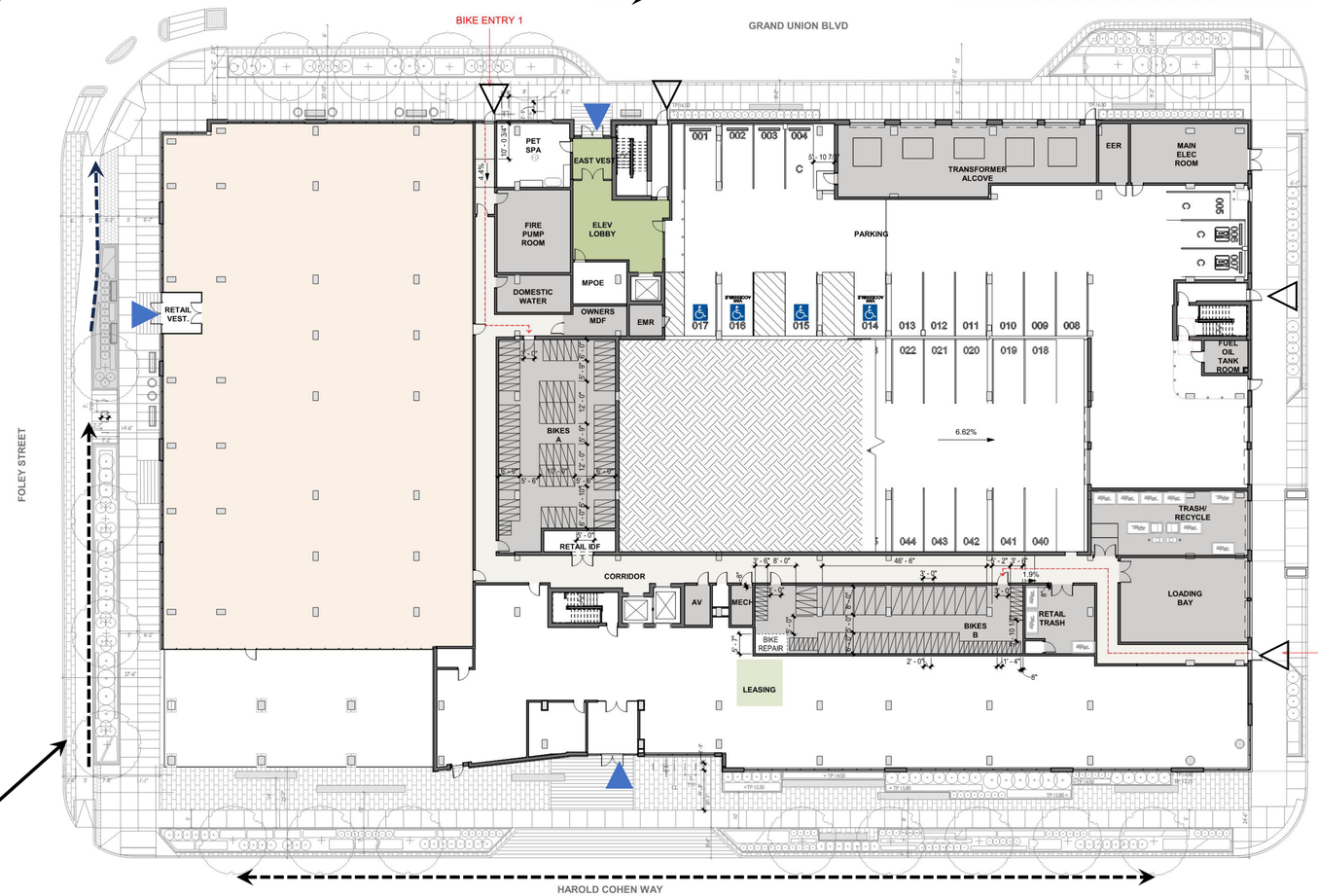
Figure 4
Pedestrian Access Plan

375 Harold Cohen Way
Somerville, Massachusetts

EXISTING WESTBOUND FOLEY STREET
SEPARATED BIKE LANE

EXISTING SOUTHBOUND GRAND UNION BOULEVARD
SEPARATED BIKE LANE



SHARED LANE
ACCOMMODATIONS

SHARED LANE
ACCOMMODATIONS

PROPOSED EASTBOUND
FOLEY STREET RAISED
SEPARATED BIKE LANE

HAROLD COHEN WAY
BIKE LANES

BICYCLE PARKING SCHEDULE	
PARKING TYPE	COUNT
LEVEL 1	
Bicycle Parking 2x6	99
Bicycle Parking 3x8	15
Bicycle Parking 16"x42" - Ultra Space Saver	36
	150

Note: retail space building entrances subject to change depending on needs of final tenant(s); to be coordinated with City staff.

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Bicycle Circulation

Principal Building Entrance (general location; see architectural plans for detail)

Secondary Building Entrance (general location; see architectural plans for detail)

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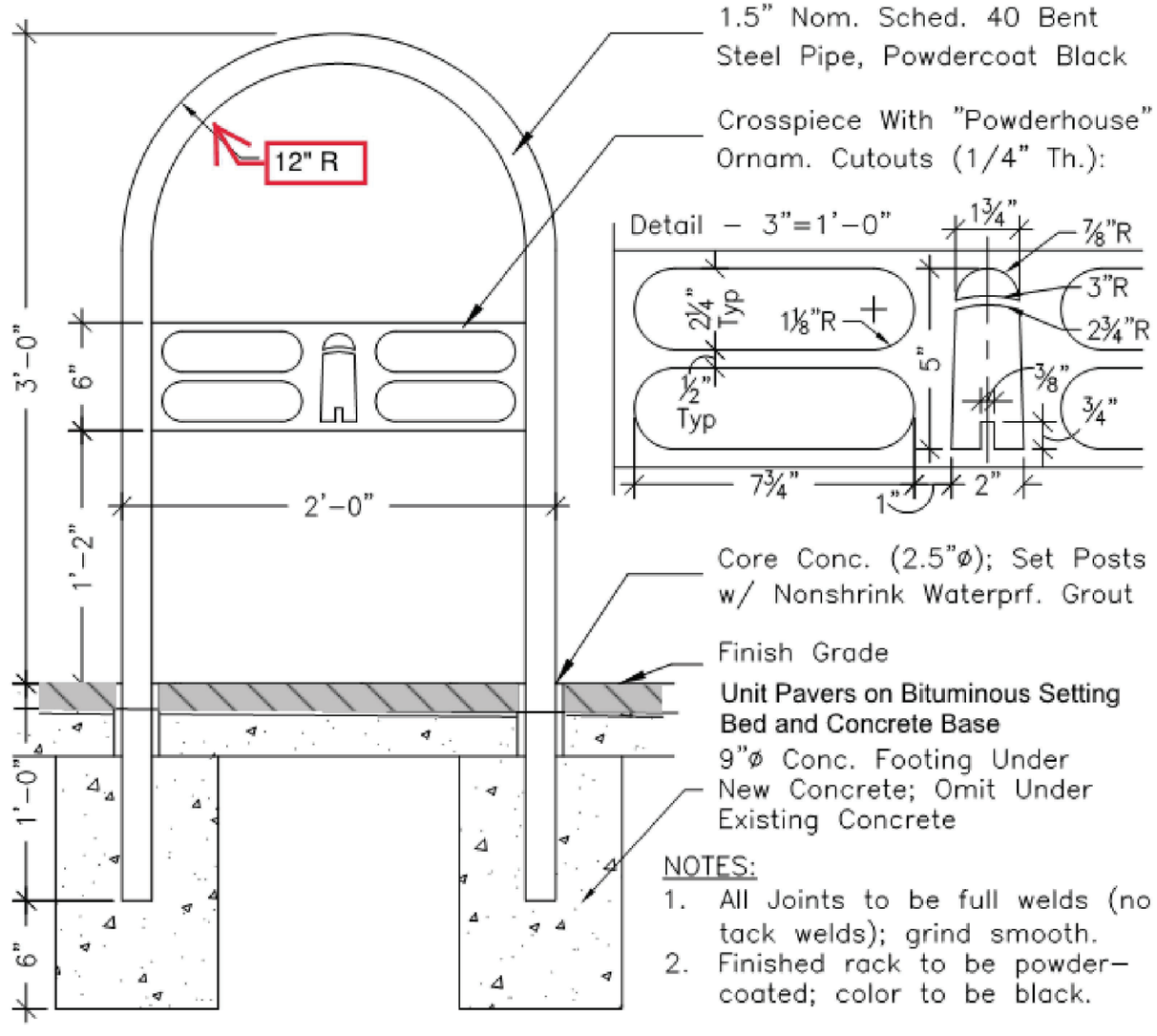
Figure 5
Bicycle Access Plan

375 Harold Cohen Way
Somerville, Massachusetts

Figure 6
Typical Bicycle Rack Detail



12 BICYCLE RACK
SCALE: 1" = 1'-0"

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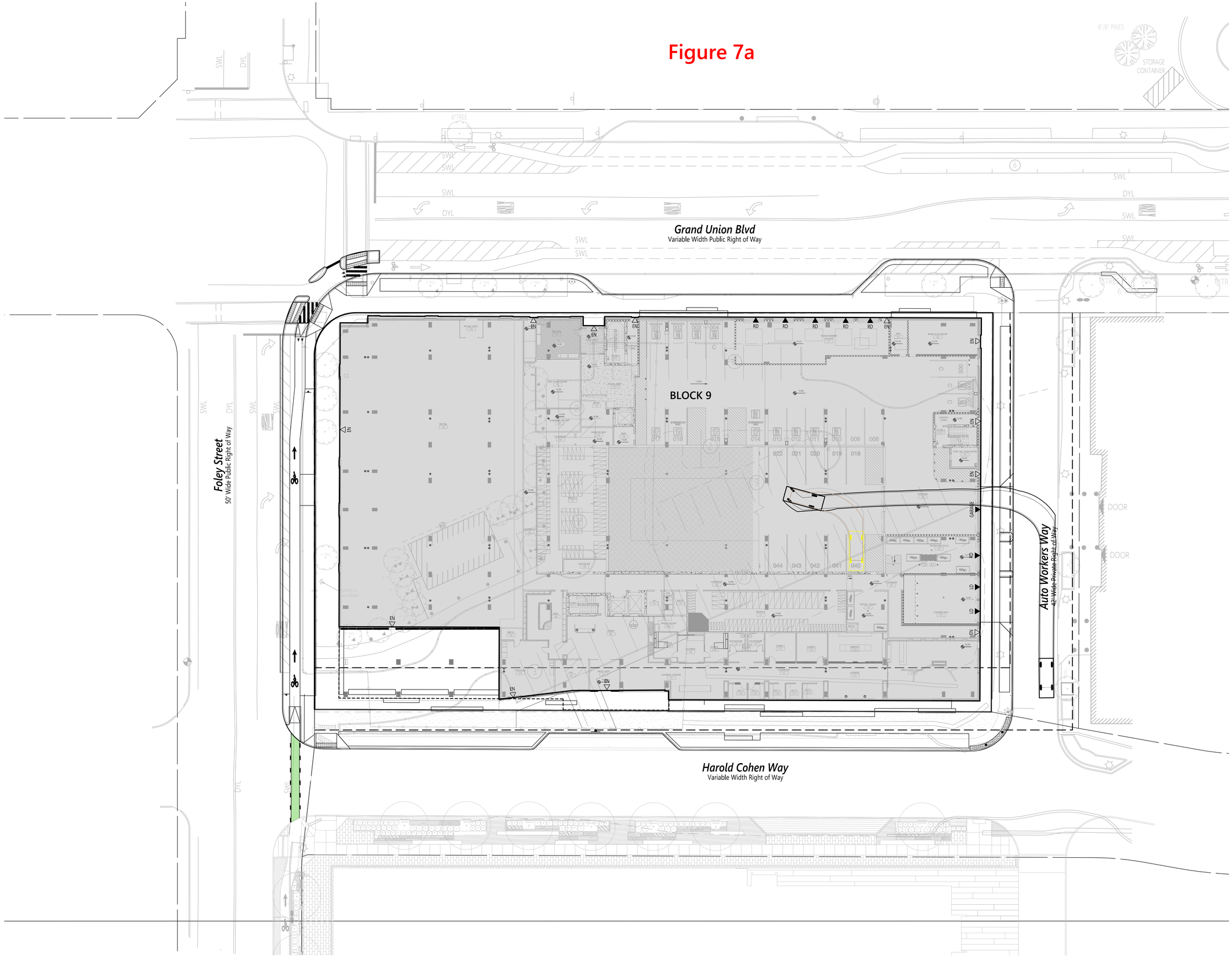
- **Vehicle Tracking Diagrams**

Figure 7a



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P - Passenger Car

Overall Length	19.000Ft
Overall Width	7.000Ft
Overall Body Height	4.300Ft
Min Body Ground Clearance	1.115Ft
Track Width	6.000Ft
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	31.60°

0 10 20 40 Feet

Block 9

375 Harold Cohen Way
Somerville, MA

1	Response to Comments	02/13/2025	PTM

PTM RPM

Local Approvals Dec. 3, 2024

Not Approved for Construction

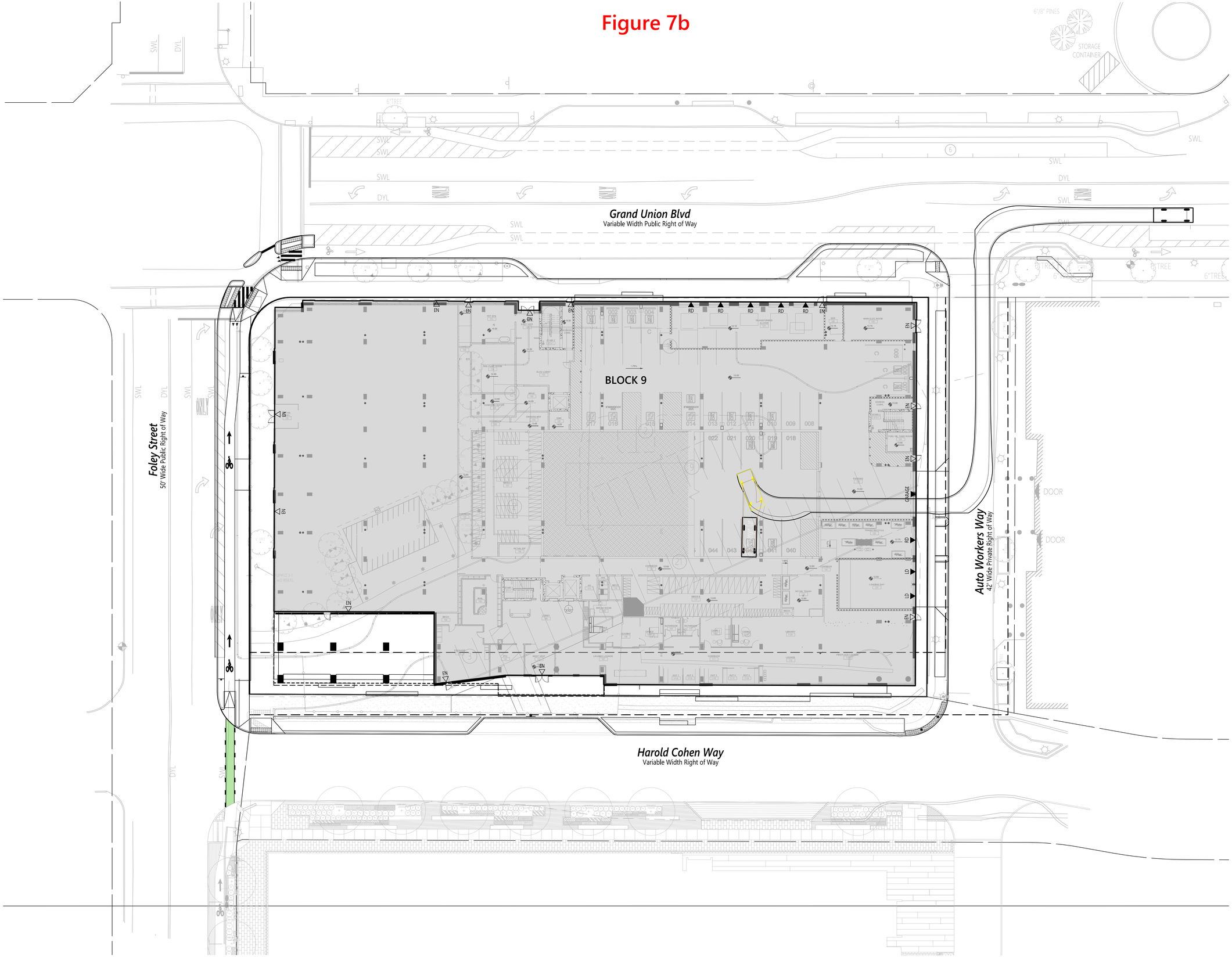
Passenger Car Entrance

C1.05

05 9

08518.28

Figure 7b



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260 Arsenal Place #2
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P - Passenger Car

Overall Length	19.000ft
Overall Width	7.000ft
Overall Body Height	4.300ft
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Max Steering Angle (Virtual)	31.60°

0 10 20 40 Feet

Block 9

375 Harold Cohen Way
Somerville, MA

1	Response to Comments	02/13/2025	PTM

PTM RPM

Local Approvals Dec. 3, 2024

Not Approved for Construction

Passenger Car Exit

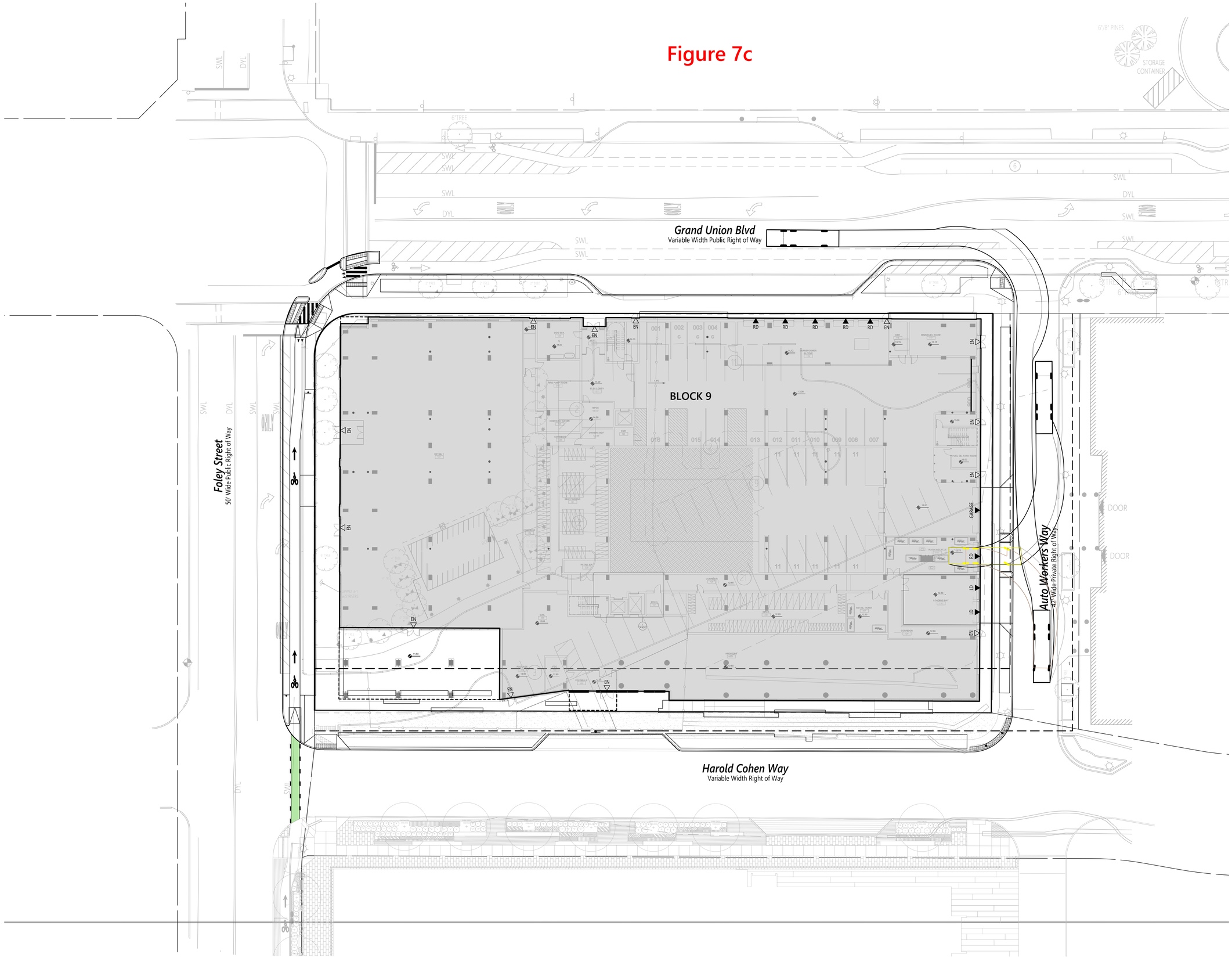
C1.06

06 9

08518.28

Saved Tuesday, January 28, 2025 4:40:15 PM CMERRIKIN Plotted Wednesday, February 12, 2025 11:47:47 AM Chris Merrikin

Figure 7c



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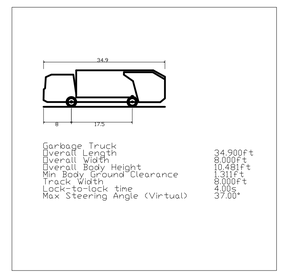


Garbage Truck	
Overall Length	34.900ft
Overall Width	8.000ft
Overall Body Height	10.481ft
Min Body Ground Clearance	1.312ft
Track Width	8.000ft
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	37.00°

0 10 20 40 Feet

Block 9

375 Harold Cohen Way
Somerville, MA

PTM	RPM

Local Approvals Dec. 3, 2024

Not Approved for Construction

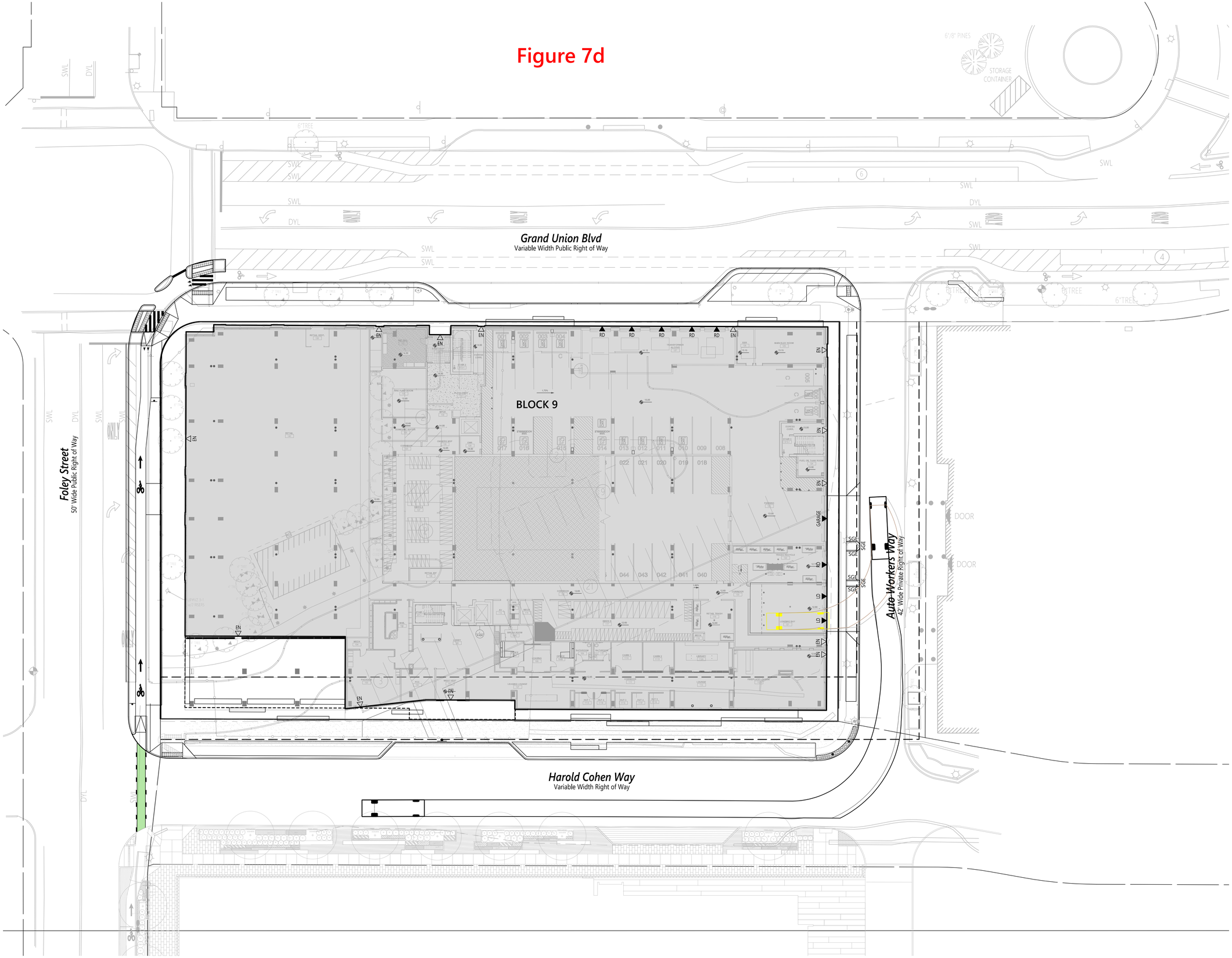
Garbage Entrance

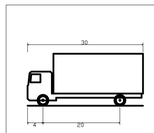
C1.08

8 9

08518.28

Figure 7d





0 10 20 40 Feet

vhb.com
vhb
260 Arsenal Place #2
Watertown, MA 02472
617.924.1770

Block 9

375 Harold Cohen Way
Somerville, MA

1	Response to Comments	02/13/2025	PTM

PTM RPM

Local Approvals Dec. 3, 2024

Not Approved for Construction

SU-30 Truck Turn Entrance

C1.01

01 9

08518.28

Figure 7e

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Grand Union Blvd
Variable Width Public Right of Way

Foley Street
50' Wide Public Right of Way

Auto Workers Way
42' Wide Private Right of Way

Harold Cohen Way
Variable Width Right of Way

BLOCK 9

SU-30 - Single Unit Truck

Overall Length	30.000ft
Overall Width	8.000ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.367ft
Track Width	8.000ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	31.80°

0 10 20 40 Feet

Block 9

375 Harold Cohen Way
Somerville, MA

1	Response to Comments	02/13/2025	PTM

PTM RPM

Local Approvals Dec. 3, 2024

Not Approved for Construction

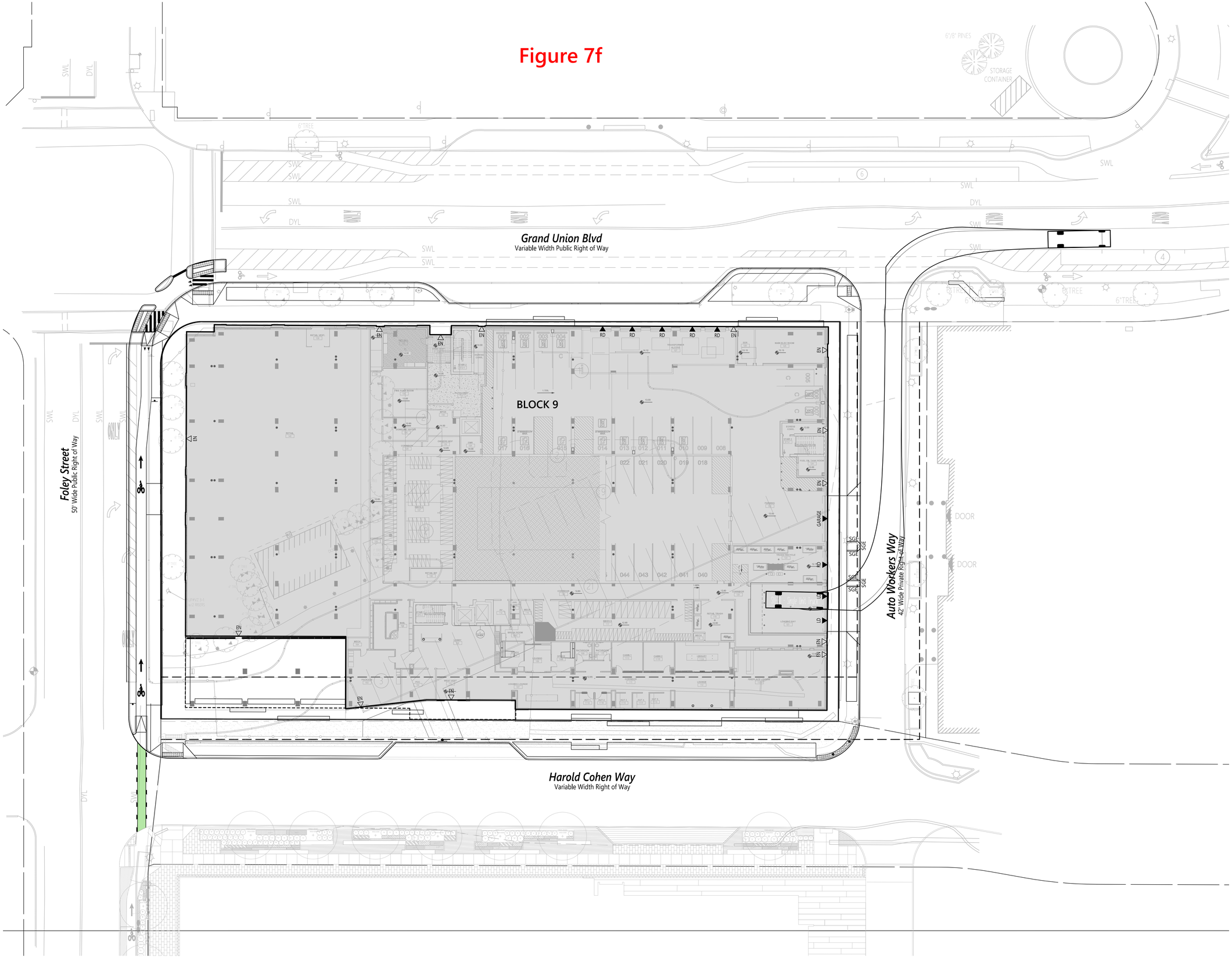
SU-30 Truck Turn Egress

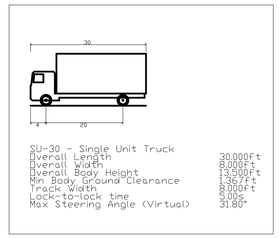
C1.02

02 9

08518.28

Figure 7f





0 10 20 40 Feet

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Block 9

375 Harold Cohen Way
Somerville, MA

1	Response to Comments	02/13/2025	PTM

PTM RPM

Local Approvals Dec. 3, 2024

Not Approved for Construction

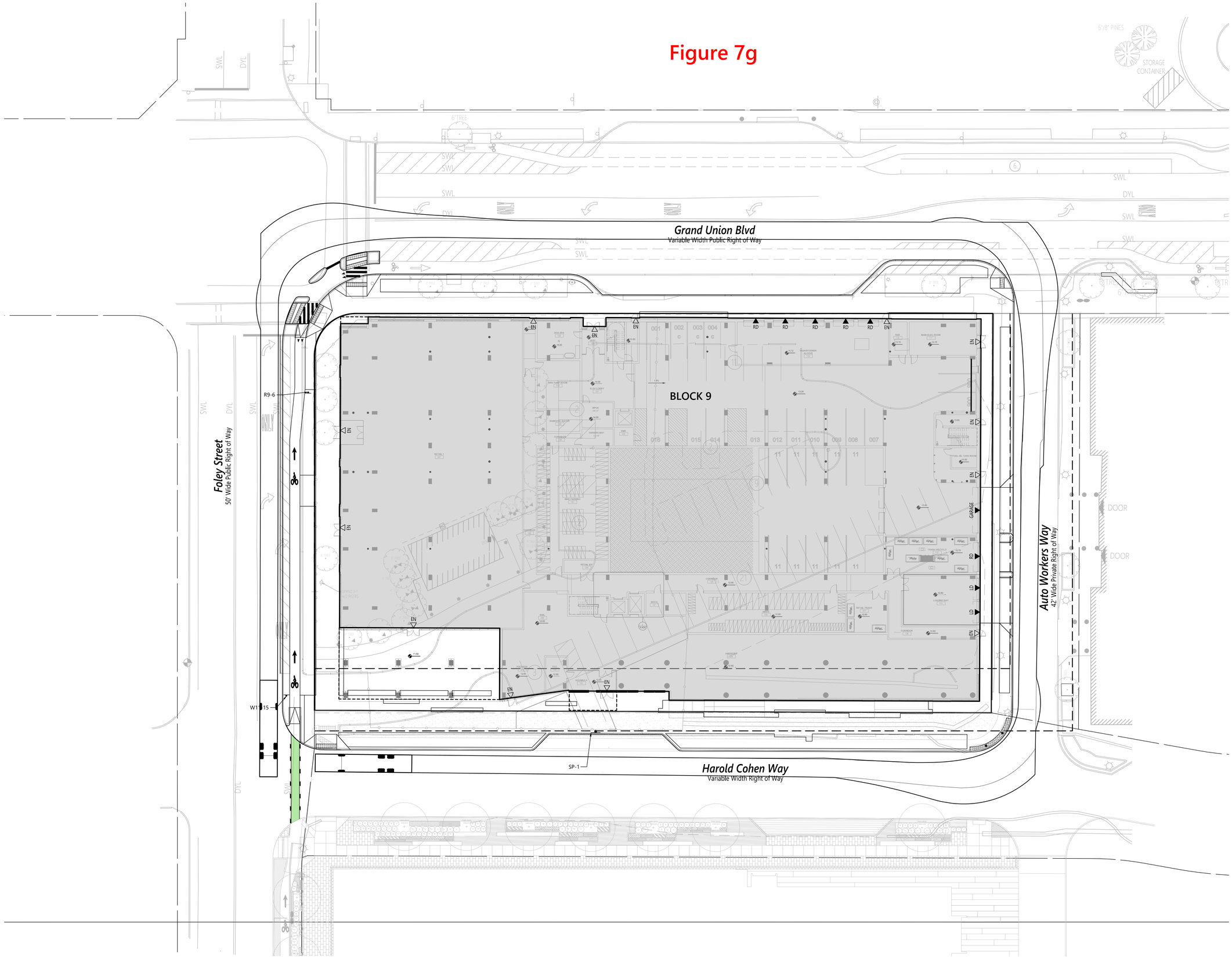
SU-30 Truck Turn Egress

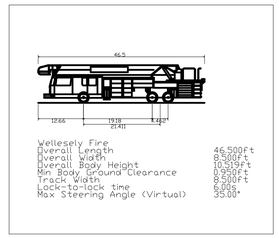
C1.02A

02 9

08518.28

Figure 7g





0 10 20 40 Feet

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Block 9

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Somerville, MA

PTM	RPM

Local Approvals Dec. 3, 2024

Not Approved for Construction

Fire Truck Route

C1.07

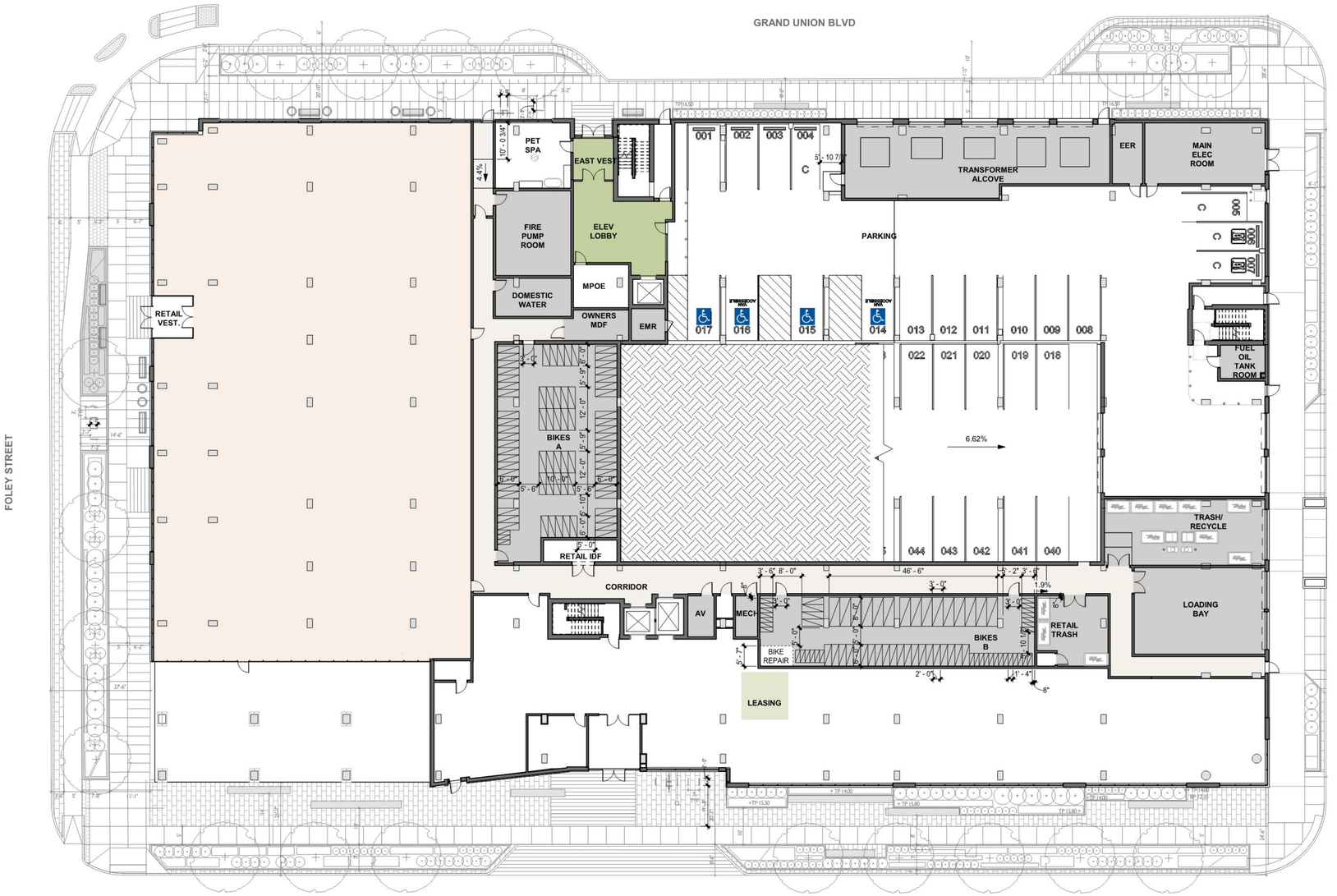
07 9

08518.28

Saved Wednesday, October 2, 2024 4:21:01 PM PMARA Plotted Tuesday, January 28, 2025 4:03:53 PM Peter Mara

Memorandum

- **Garage Plans**



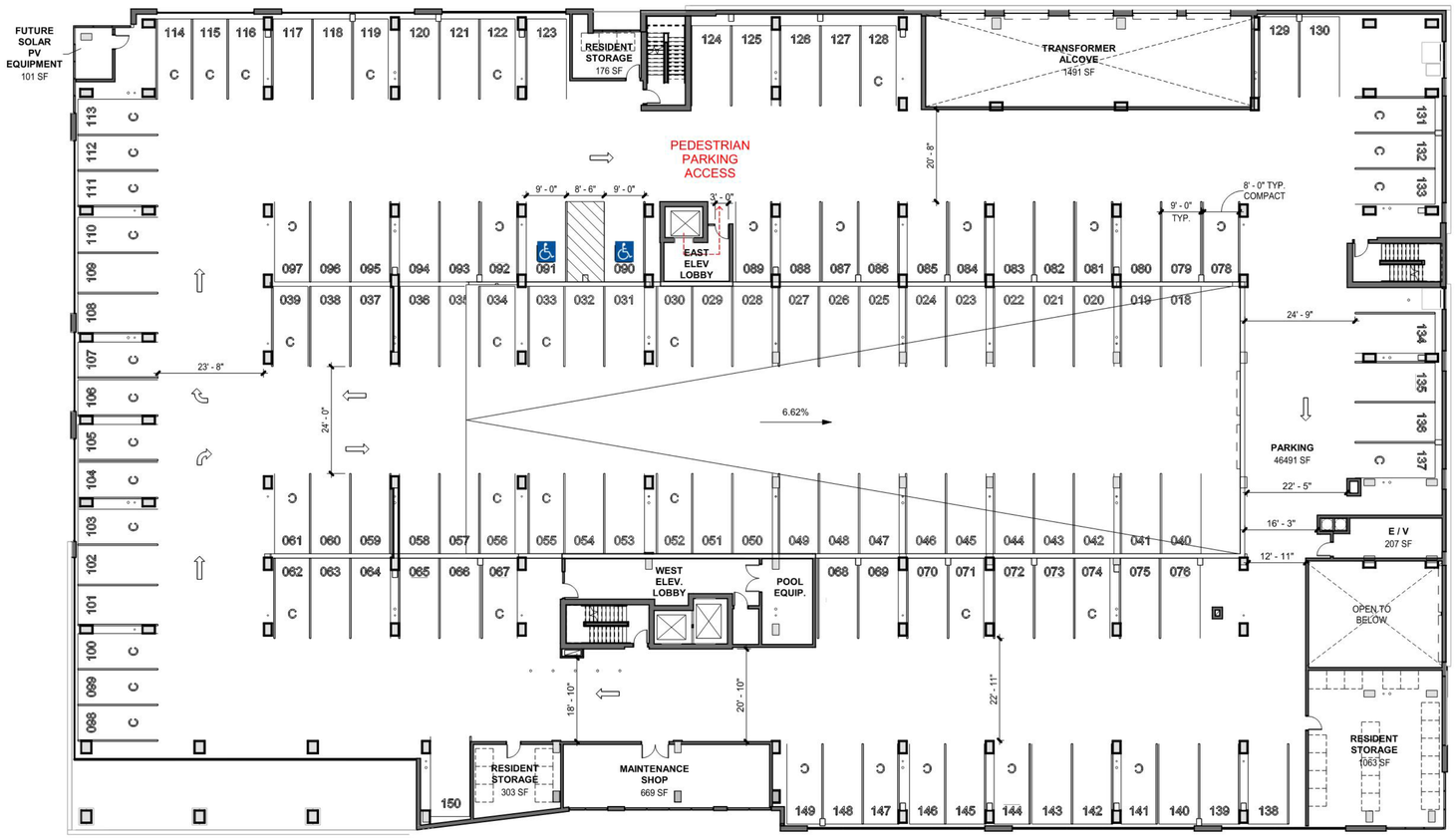
DIMELLA SHAFFER

Ground Floor - PEDESTRIAN ACCESS / MOTOR VEHICLE PARKING

BLOCK 9 / 02.05.2025

Figure 8a
Proposed Garage Layout – Ground Level

375 Harold Cohen Way
Somerville, Massachusetts



DIMELLA SHAFFER

Level 2 - PEDESTRIAN ACCESS / MOTOR VEHICLE PARKING

BLOCK 9 / 1.24.2025

Figure 8b
Proposed Garage Layout – Second Level

375 Harold Cohen Way
Somerville, Massachusetts